

No. 238

102 AUG 1950

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

of writing Report 10/7/1950 When handed in at Local Office 10/7/1950 Port of Yokohama

Survey held at Yokohama Date, First Survey 14 April Last Survey 12th May 1950

in supplement on the Machinery of the ~~Wood-Iron or Steel~~ s/s "Fuji Maru" (No. of Visits 6)

Gross 3629	Vessel built at Yokohama	By whom Nippon Steel Tube Co.	Year. Month.
Net 1995	Engines made at Hitachi	By whom Tsurumi Shipyard	When 1949 7
	Boilers, when made (Main) 1949 3 month	(Donkey)	When 1949 3
Main Boilers Two	Owners Nippon Yusosen K.K.	Owners' Address	
Donkey Boilers -	Managers	Port Tokyo	Voyage
Pressure 20 kgs/cm ²	If Surveyed Afloat or in Dry Dock Both	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
Key Boilers -	(State name of Dock.) Kanagawa Dock Hitachi Shipyard		

Report No. Port

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " "

Has not been done, state for what reasons?

Have parts of the Boilers could not be thus thoroughly examined?

Have special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Has the last date of internal examination of each boiler 15th April 1950 Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 20 kgs per sq cm

Has the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? - Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? - If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the date of examination of Screw Shaft 29th April 1950 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1.8 mm

Has the engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Has the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Has the Special Survey, in accordance with the Rules for "Vessels Not Built Under Survey" please also Yokohama First Entry Report Nos. 239, 240 and 241.

Done:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with shell fastening examined and found now in good condition.

1 Shaft with continuous liner drawn, examined and found in good condition.

Has the engine turbine with double reduction gearing opened up and examined including turbine casings, bearings, blading and rotor shafting, thrust and thrust bearings, intermediate shaftings, condensers examined and found in good condition.

Has the following pumps opened up and examined in entirety:-

Circulating water pump, feed pumps, bilge pumps and ballast pump. (PTO)

General Observations, Opinion, and Recommendation:-

The machinery and boiler of this vessel clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34,

Has the far as now seen are in a good condition and eligible in our opinion to be submitted for classification with the records of LMC 5-50, and TS(CL) 4,50, subject to an alternative means supply to the navigation lights being fitted before the end of November 1950.

Fee (per Section 29)	\$: :	Fees applied for	Received by me, 19
Damage or Repair Fee (if any)	\$ see :	19	
(per Section 29.)	First Entry	19	

Printing expenses (if chargeable) \$

Committee's Minute FRI. 10 NOV 1950

Signed See minute on R. Emely opt

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Windlass and steering engine opened up and examined.
Valves, pipes, strainers and pumping arrangements examined.
2-40 K.W. generators opened up and examined.
Electric installation examined, megger tested and found in order.
The two main boilers were examined over all parts with doors, mountings and safety valves found in good order. Safety valves adjusted under steam as stated above.
Steam pipes tested as required by the Rules and found tight.
The machinery tried under working condition and found satisfactory.

Repairs,

Minor repairs and adjustment effected.

One new Mn bronze propeller blade (Material test in accordance with the Rule requirements) placed on board as spare at this time.

SRL It was noted that there is no alternative means of supply provided for the navigation lights.

The Owners request that this modification be deferred until November 1950 merits the favourable consideration of the Committee.



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